

SONERAI NEWSLETTER

OCT-NOV-DEC 1999

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(AFTER 6PM CST)



TWO OF THE BEST

OK, OK. So I'm a little prejudiced. This P-51, "Montana Miss", was parked at the Burlington, WI airport (C52, my home base) a few weeks ago, and I couldn't resist the photo opportunity. Note the similarity in tail shapes. Do you think it's a coincidence?

RECAP: OSHKOSH '99

What is the one phrase that comes to mind to describe the 1999 edition of the Oshkosh AirVenture? (Boy, I have difficulty with that name. To me it will always just be "Oshkosh".) For me it will be, "Man, was it hot!!!", particularly Thursday and Friday when the temperature was in the neighborhood of 100°F.

I flew N99FK up Monday, the 26th, around lunch time, after waiting for a cold front to pass. After flying the Fisk approach, I ended up on the downwind for runway 27 behind 6 or 8 other airplanes, and on final with 4 of them, all too closely spaced to land on the runway safely. So,

after the tower told the Cessna Skymaster ahead of me to go around, I felt it was prudent to do the same, and got to do my first go-around at Oshkosh. My second approach was a little less hectic, and ended with a landing on the green dot about two thirds of the way down the runway. Arriving at Oshkosh seems to get more exciting every year.

This year five guys made the trip to Wisconsin in their Sonerai's. They were:

Fred Flynn	II
Robert Mahieu	II
Mike Hunton	III
Jim Phillips	II
Fred Keip	III



SONERAI'S AT OSH '99

The count was down from 6 airplanes last year, and 11 in 1997. I suspect the heat, and the usual Oshkosh hassle kept some airplanes away.

The Thursday evening "Sonerai Builder's Forum" had 30 to 40 interested people. This is the first year that I used overhead transparencies, which I hope helped make the presentation a little more interesting. As is usual, it developed into a good question and answer session.

Friday night we had the party hosted by John and Betty Monnett at their hangar. It was fun to see everyone again, and to rub elbows with the Sonex guys, even though I did manage to tip my self over backwards while sitting in one of those white plastic chairs. (Kind of embarrassing, considering I'd only had a beer or two.)

After weathering a pretty intense squall line early Saturday morning, things cooled off nicely by Sunday, and made for a nice 45 minute flight home Monday afternoon. Now, with winter coming, thoughts of Sun'N'Fun and Oshkosh 2000 are already beginning to form. Hopefully, they'll be a little more comfortable.

SONERAI NEWS

- Area Code Change: WARNING! Please note the change in your editor's area code on the front page. Starting on September 25, the changeover will take place. So, please change your automatic phone dialer.

- Great Plains News: Steve tells me that the new rear-drive conversion package is in production and available. He has recently sold one to a Sonex builder, and one to a Sonerai builder. Steve has also "approved" the use of the Powerfin composite prop on this drive. He has been using it successfully on his test engine on his air boat.

- Back Issues: **Sonerai Newsletter** back issues are available in two forms. A 3-1/2" diskette which contains most of the significant newsletter articles published by Ed Sterba from 1987 through 1995 is available for a mere \$10.00. There are also hardcopy back issues for

\$3.00 each. I have the last two issues from 1994, and all of the issues from 1995, 1996, 1997, and 1998. If you want any of the above, send me a note requesting the ones you want and a check for the correct amount. The postage is included.

SONERAI II (N2261G) RESTORED AND FLYING

By Jack Lockamy

Jack sent me this article back in January and gave me permission to edit it down because he had gotten a little "long winded". But it was so good, that I thought you'd enjoy the whole thing.

I became interested in the Sonerai aircraft in September '93 because of the stylish good looks of the plane, low cost of maintenance, operation, and the folding wing design. I researched many different homebuilt aircraft designs, construction methods, examined costs, and concluded that the Sonerai family of aircraft would be the right aircraft for me. A certified aircraft with its high cost of maintenance, annual inspections, and eventual engine and propeller overhaul costs, was just too much for the budget.

It wasn't until January '98 that I felt the time (and budget) was right to start seriously looking at the Sonerai as my first plane. Would I build it myself or purchase one already completed? I joined the local EAA Chapter 723 in January '98 and discovered that one of it's active members (Gary

Stucker) currently owned (and was flying) a Sonerai II original mid-wing design aircraft. I contacted Gary and asked the many questions I had about the Sonerai, its handling characteristics and the VW engine installed in most Sonerai's. Gary was definitely the right person to talk to! He answered all my questions and provided further information that proved to be extremely accurate. Seems Gary had purchased his Sonerai from a previous builder and was able to provide all the pros (and cons) about obtaining an aircraft this way. His reasons for buying a Sonerai were the same as mine; low cost, good looks, and fun to fly. I met with Gary who graciously allowed me to crawl in, around and under his beautiful Sonerai. The Sonerai II mid-wing design would be a tight fit for me (6'0 and approx. 195 lbs.) but I felt it would be adequate. After a few more conversations with Gary, the kit manufacturer, and parts supplier, I determined that I would purchase a completed Sonerai instead of spending the time (and money) required to build one of these aircraft.

It wasn't until June '98 while searching aircraft ads on-line (www.tradeaplane.com) the Internet that I discovered a Sonerai that may potentially be right for me. I contacted the owner by phone, who lived in Moody, Texas – about 25 miles southwest of Waco. He described the aircraft, engine, instruments, condition of the plane, etc. The aircraft was first flown in September '78, had approx. 340 hours on the airframe, had a rebuilt 1835cc VW HAPI engine conversion with about 5 hours, dual ignition, basic VFR instruments, however it was not currently flying. The owner explained he had installed a new magneto that turned out to be longer than the previously installed mag that would require the fuel tank and mag cover on the firewall to be modified. He had also lost interest in making the necessary mods to the Sonerai having recently purchased a completed RV-6 that he was currently flying. (He lived on a beautiful farm in Moody which had a private grass airstrip and huge hangar behind his home.)

I must add that at this point I was a little apprehensive about possibly purchasing an aircraft from an ad I saw online, having never actually seen or inspected the aircraft myself, or trusting someone I didn't know to be honest when describing the condition of the aircraft. I contemplated flying to Moody, TX to see and inspect the aircraft for myself, but decided that a retired defense contractor, current RV-6 owner, and a Texas gentleman, deserved some degree of trust and I would make my purchase decision

based on the information he had provided. I called my friend Gary, told him about the plane, asking price, and asked his advice. Gary's words were, "buy it... you can't go wrong". (It turns out Gary was absolutely correct!)

I called the owner the following morning and made him an offer. I was leaving for a business trip to Puerto Rico in a few days, would be out-of-town for about two weeks, so I made arrangements to send him a deposit. As soon as my business in Puerto Rico was completed, I would drive to Moody, TX pulling a 12-FT car trailer and tow the aircraft back to Camarillo.

I departed Camarillo at 1000 on a Thursday morning (the day after I returned from Puerto Rico) and arrived at the farm in Moody at 1400 the following day (Friday, June 26)! Fifteen hundred miles in 28 hours – by myself! Boy.... Was that fun!

My intuition about the owner turned out to be correct. He was a great guy and honestly explained everything he knew about the plane (he was not the original builder either). The plane was in better condition than I had expected. It had the most beautiful paint scheme and colors that I had seen on a Sonerai and I was in love! The plane was in such good shape that my earlier feelings of apprehension returned as I wondered if I was getting a good deal or getting the soaking of a lifetime. (Turns out it was a GREAT DEAL). We folded the wings, built a four-foot extension on the trailer for the plane's tailwheel to rest, loaded and secured the plane onto the trailer, signed all the paperwork, and I was on my way at 1900 that evening.

I headed West and stopped in San Angelo, TX to spend the night at a friend's home and show off my new plane. My friends (ex-neighbors) had moved from Camarillo to San Angelo about two years ago so this was the perfect opportunity to visit. After visiting the local Wal-Mart to buy a couple heavier tiedown straps, I departed San Angelo at noon on Saturday and arrived back in Camarillo at noon the following day, Sunday, June 28. Over three thousand (3000) miles in three days! I really must be crazy! My '97 Dodge Ram 1500 pick-up with 5.8L/360 engine was the key.

The plane towed flawlessly. It was really interesting listening to all the comments and questions by passing truckers on the CB radio. "What the hell kinda plane is that... How fast will it go Is that one-of-them aerobatic planes... It

shore is a pretty thang.... " After parking in front of my home, and explaining to all my neighbors what I was up to, the plane was unloaded and put away in the garage (I love those folding wings...). Then the work really began!

Gary stopped by to "inspect" the plane a couple days later as I prepared a list of "action items" that needed to be completed prior getting this plane back in the air. I felt at the time I would have the plane flying before Labor Day. At least that was the goal. (My girlfriend tells me men always under-estimate the time required to complete any project. And I did.) Without going into too much excruciating detail, the wings were simply unbolted and detached, and the canopy, wheel pants, and propeller were removed. This was done in order to make it easier to work around the plane while it was in my two-car garage.

I completely rewired the aircraft after discovering household solid-core co-axial TV cable was used as shielded wire instead of aircraft quality shielded wire. A lot of the circuits were bunched together under black electrical tape and soldered together in a wad that could not possibly be safe. A new wiring diagram was developed, engine and flight instruments replaced or repaired, new switches and panel makings installed, and the motorcycle battery in tail replaced with a 7-amp gelcell battery purchased at a hobby shop. (Thanks for the advice Gary...) Who would want acid possibly leaking onto the fabric of a beautiful aircraft anyway?

A word of caution here when you're not sure about the condition of the current instruments and gauges or when installing new or used instruments ... **CHECK THE OPERATION AND CALIBRATION BEFORE YOUR FIRST FLIGHT!** The installed airspeed indicator was approx. 20 MPH FAST! (I would have actually been doing 60 MPH with an instrument reading a comfortable 80 MPH... Stalls anybody?) Then, the brand new airspeed indicator I purchased was discovered to be indicating about 10-20 mph SLOW across the spectrum. Also a brand new (supposedly calibrated) altimeter also purchased was reading 200 FT LOW! I also ended up replaced most of the tubing for the pitot and static lines.

I have also installed an external VHF comm antenna for the ICOM A22 Handheld in the aircraft. Also have installed a NARCO Transponder with altitude encoder, Vertical Speed Indicator, and new clock. I also had to replace the plumbing for the oil pressure gauge.

Wiring and instruments completed I set about building a new magneto cover box and had about 1 1/2 inches removed from the front of the fuel tank so it would fit behind the newly installed mag. A local welding shop was hired to cut and re-weld the tank as I rebuilt the mag cover. The 52x44 inch wood prop was sent to HEGY Props for a tune-up and rebalance. It was at this time that I began a lot of communications with Steve Bennett at Great Planes Aircraft concerning the Sonerai and VW engine. I also got lots of great advice and help from Fred Keip who publishes the quarterly SONERAI NEWSLETTER and is himself a Sonerai owner/builder.

I checked spark plugs, gaps, and wire condition and changed the oil. I checked valve adjustments and the exhaust system (a 4-into-1 configuration). In my haste to leave Moody, TX as soon as possible to head home, the previous owner called me to say I had driven off without the auxiliary fuel tank for the front seat, the oil cooler, mag timing tool, and few other misc. spare parts. He then promptly shipped all the items to me. What a guy! (There's something to be said for airplane folks and good Texans....).

The refurbished prop arrived back from HEGY and was installed. I had the upper and lower halves of the fiberglass cowling repainted at the local paint/body shop. As the airplane began to come together again I started designing a plan from which to build a tow bar to get the plane to and from the airport (approx. 1 1/2 miles). The tow bar was made from a scrape set of metal bed frame rails and 2" hitch coupling. After bolting the towbar together it was back to the welding shop to have it "shored-up" and I had a great towbar for less than \$50 (including parts and labor). I even painted it to match the color of the plane! God, this aircraft restoration is fun!

I also felt the rudder pedals should to be moved forward. I struggled to get my knees under the main spar passing through the cockpit leaving me unable to extend my legs fully in order to operate the rudders or toe brakes. I ended up moving the pedals forward approx. 4 inches. Moving the pedals forward required shortening the front cockpit rudder cables and installing turnbuckles to essentially extend the length of the pilot rudder control cables.

By now it is late August and my goal to fly by Labor Day is quickly approaching. I also realized that the re-assembly and checkout of the airplane

would be simpler if I was able to stretch the wings and hangar the plane at the airport. A call to the local EAA Chapter Hangar Boss and hangar space was obtained.

I am a 38 year-old Multi-Engine Instrument rated Private Pilot with about 500 hours and zero (0) hours in a taildragger so I asked my good friend Melody Rich, a CFII and taildragger instructor for some instruction. We chose the Bellanca Citabria as the aircraft of choice of choice mainly because of the low hourly rental rates, no flaps, low engine hp and docile flying and ground handling characteristics. (I couldn't find anyone to rent me a Pitts, which is probably more appropriate for Sonerai type flying and ground handling). I got about 5 hours dual in the Citabria, a taildragger endorsement in my logbook, and felt confident to fly the Sonerai (or a Pitts) when the time finally arrived.

I re-assembled the Sonerai, had an A & I inspect and sign-off the annual condition inspection and called my good friend Gary to offer the first flight to him. After all, he flies his own mid-wing Sonerai II regularly and would know what to look for. He unhesitatingly agreed to test fly the plane. We met at the airport, thoroughly pre-flighted the aircraft, started the engine (hand-prop, first pull through) and I and my A&I watched as Gary taxied out for a few high-speed taxi runs down the runway. Another word of caution here... your first taxi and flight test should be at an airport that is LONG, WIDE and PAVED! Camarillo Airport is such an airport (6010' x 150' paved).

Gary taxied N2261G to the runway, made one high-speed run down the runway and returned to the hold-short for take-off. With my video camera rolling and while monitoring my hand-held radio I heard Gary receive clearance for take-off. After taxiing onto the runway, Gary requested taxi-back permission due to a brake problem. I ordered and re-ordered new pads, o-rings, etc. to rebuild the Enginetics brake system. Another couple weeks went by, I finally got the new parts installed and on Friday, September 26 1998, Gary actually flew N2261G.

Gary remained over the airport between 3-5K FT MSL for about an hour, landed successfully, and reported that the aircraft handled extremely well on the ground and in the air. He did note however that the aircraft didn't seem to have the power he was accustomed to in his plane and the cylinder head temperatures were running hot. Gary turns a Sterba 54 x 40 prop with his 1850cc VW engine.

This information about my low power and cylinder heat temps concerned me because I felt our planes were closely matched and should be nearly alike in performance.

Gary and I suspected that the engine might not be timed correctly which proved to be correct. The mag, which was supposed to be set at approximately 28 BTDC, was actually set at 10 BTDC. Also the secondary ignition source, a Bosch pointless distributor was timed at 0 TDC and should have been 3-5 BTDC. Mag and distributor properly timed, a new blue Bosch coil installed, plugs cleaned and regapped, the engine ran noticeably smoother and static temps were lower.

I began my first taxi tests to become familiar with the plane prior to my first flight. I was very disappointed with the brake performance and felt the system was still inadequate to my standards. No matter what I tried or any adjustments made, I was unable to get the brakes to hold even while at idle, forget holding during a 3000 RPM max power run-up.

A call to Steve Bennett at Great Planes Aircraft and I learned Steve had developed a new hydraulic brake system for the Sonerai which he called "mini Cleavelands". Steve informed me that the brake components were still being manufactured and would not be available for shipment for about two weeks. He further explained that the brake system would be offered initially at a greatly reduced price, and that these brakes would solve all my problems. The only catch was that I wait a few weeks. Well, I had already missed my Labor Day goal, had a Sonerai parts dealer who I trusted would sell me a good brake system at a very reasonable price, so I set my new target date to fly before New Years Day and wait for the new brake system. (Turns out it was a GREAT decision!)

The parts began to arrive after a few weeks. I also ended up replacing the 5/8" axles with 3/4" axles, new wheels, tires, tubes, and a new improved tailwheel - all from Great Planes. (Steve and Linda Bennett are really nice folks to work with). During all this down time, I continued to go down to the airport weekly to run the engine. I also converted to Mobil One synthetic oil (20W 50) and added a quart of Slick 50 to try and reduce engine friction and most importantly to keep engine temps as low as possible.

Brakes, wheels, tires, and tubes installed I taxied the aircraft again on Saturday morning, January 9th. What a difference a good set of brakes makes! I now felt confident that I could stop (and control) this aircraft during all phases of ground operation and landing rollouts. Winds at the airport were higher than I had hoped for my first flight so I taxied back to the hangar, cleaned the canopy, checked the oil, and re-fueled in hopes I might get fly later in the afternoon when the winds were less than 5 KTS.

The winds did decrease to near calm around 1600 so I taxied back out to the runway, informed the tower I intended to make one high-speed taxi test and would be returning for take-off if everything checked. The taxi was at about 30 MPH and uneventful so as I taxied back to the hold-short. I was beginning to get those first-flight "jitters". Can I do this I wondered? Was I ready mentally? I began to wonder if I had read all those past Sonerai Newsletters too many times and was getting too "worked-up". Scared but excited, when I was number one at the hold-short line I informed the tower I was ready to go, this was my first flight in an experimental Sonerai, and requested to remain over the airport at 3K FT. "Experimental Sonerai 2261G, Roger first flight, cleared for take-off and overhead at 3KFT". Here we go!

The take-off roll was surprisingly fast, smooth and exciting. I can not describe the feeling I felt as soon as I eased the stick forward to raise the tail and realized that I had just made the final leap from taxi test to actually flying an aircraft I had basically rebuilt in my garage. At 60 MPH IAS, I pulled back on the stick, and the Sonerai and I were flying! Out of ground effect and climbing at approx. 500 FPM and 80-MPH IAS, I finally realized my dream of flying my own aircraft. It was exhilarating! I soon came back to reality once I reached approx. 800-FT altitude and needed to make my first left turn to stay in the pattern and the climb to 3KFT. The controls were lighter and more sensitive than any other aircraft I had flown! I thought for a moment I might be hyperventilating as I was becoming increasingly anxious and my nerves were screaming at me. In the downwind and still climbing smoothly to altitude, I took a couple of deep breathes and realized that I was flying an aircraft that was light, highly maneuverable and would have to be landed in less than one hour. I had prepared a first flight checklist which I hoped to complete once I reached my target altitude. A couple more turns and just a few minutes time, I was at 3KFT.

I completed my first flight checklist which included shallow turns, climbs, descents, different power settings, all the while paying close attention to the gauges and instruments. About halfway through the checklist I took a "breather" and just enjoyed the view of the Pacific Ocean and approaching sunset from 3KFT. A rare moment I will always remember. Back to reality, I informed the tower I would like to set up in the pattern for a low approach to landing which would be a go-around and come back around for a full stop landing. My first approach was made at 80-MPH IAS as I descended to approx. 10 FT above the runway. Full power was applied and I went around the pattern again for the landing.

I still was not comfortable with the landing speed or attitude that I had set so I performed another low approach and go-around. The tower directed back me into the pattern as the sun was setting (I had been airborne close to 1 hour). I knew that I really needed to make the next approach a full stop landing because of the approaching darkness. The next approach was made at 70-MPH IAS and I successfully landing N2261G in a near 3-point attitude and with minimal rudder or brake inputs. Whew!!!

I flew again the next day so my girlfriend could get some video. After two practice landings, I taxied back to the hangar, and blew the left main tire after the tube was somehow pinched. I suspect low tire pressure may have caused this and I will increase my tire pressure in the future. I had knowingly left the tire pressure low to "soften" my initial landings. Too soft! My girlfriend who had been videotaping my flight from the ground was not real pleased helping me tow the aircraft about 800 yards back to the hangar (by hand). I had placed a wheel dolly under the distressed tire, lifted the tail, and pulled the aircraft to the hangar.

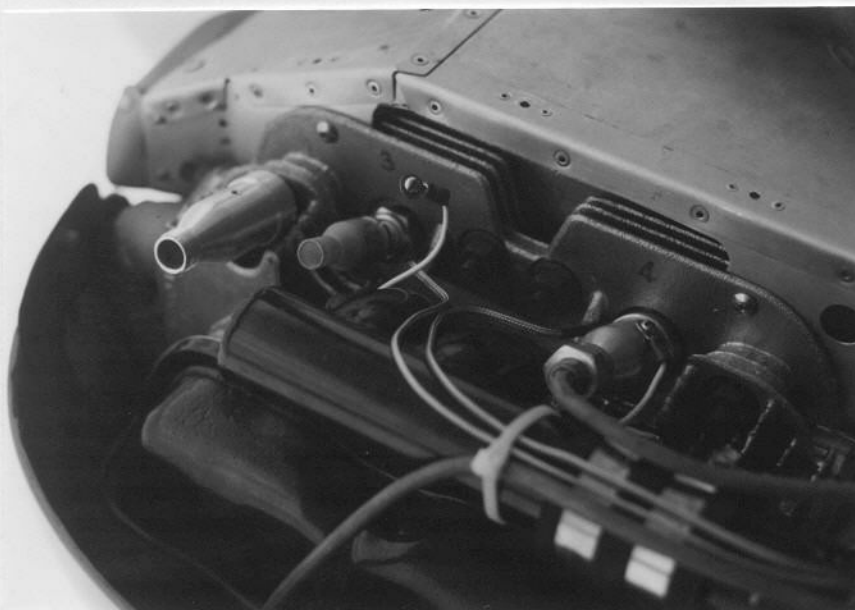
GREAT AIRPLANE! I look forward to many more rewarding hours and flights. I owe a great deal of thanks to my local EAA Chapter members for their encouragement and support. Thanks to Fred Keip who was always available and willing to answer my questions. And most importantly thanks to Steve and Linda Bennett at Great Plains Aircraft for designing a superb brake system and providing all the support required on the VW to have it perform flawlessly.

My decisions to buy a completed Sonerai and a homebuilt aircraft were definitely the right choices for me.

Jack Lacomby
(soneraipilot@juno.com)
Camarillo, CA

A PLUG FOR SPARK PLUG ADAPTERS

In the 13-1/2 years that I've been flying my Sonerai IIL, one of the little things that's always bugged me is the high price of some of the little things we have to use. The shielded spark plug is a classic example. The going rate, today, for a new REL37B Champion plug that we use in our VW's is about \$20.00. So, a set of four is \$80.00. Because of this high price, we tend to put off replacing them for as long as possible. This eventually results in hard starting and reduced engine performance.



SPARK PLUG ADAPTERS

I have often thought that there should be some way to use shielded plug wires with automotive spark plugs, but I couldn't find anything that was clean and "elegant". I even thought of installing automotive plug wires into the magneto distributor cap, but was concerned about the spark noise with unshielded wires as well as the security of the wires in the cap.

Well, Steve Bennett at Great Plains Aircraft Supply has come out with a neat conversion package that allows the use of automotive plugs with Slick shielded wires. The package consists of four Bosch W8AC spark plugs, four nylon sleeves that snap onto the plugs, and four machined aluminum adapters that slide over the sleeve and

plug and allow the use of the 5/8" end connector on the shielded wire. A small #6 machine screw locks the adapter to sleeve. The plug with the adapter and sleeve is about the same height as the REL37B, so fit-up is not a problem.

I bought a set from Steve at Oshkosh this year, and installed them when I changed the oil shortly after the big event. I've got a little over 15 hours on them as this is being written, and they work great!. There was a little more spark noise initially, but after I added the recommended ground wires, everything is back to normal. It's amazing how much easier the engine starts with fresh plugs. My plan for the future is to replace the plugs at the annual inspection every year. Since the plugs cost only \$2.00 each, why not?

By the way, the conversion package costs \$79.00, the price of a set of shielded plugs. You break even right away, and you never have to clean plugs again.

EASTWOOD COMPANY STUFF

In the last issue, Steve Bennett mentioned "The Eastwood Company" as a supplier for exhaust pipe coatings. I've been using a great, brush-on, stainless steel gray, high temp coating that works extremely well. It outlasts any of the commercially available spray-on coatings by easily a factor of 10. The catalog number is 1256Z for a one pint can. The address is:

The Eastwood Company
580 Lancaster Avenue, Box 3014
Malvern, PA 19355-0714
1-800-345-1178

Give them a call and get their catalog.

*HAPPY
HOLIDAYS.
EVERYONE*

WANT ADS

These Ads are provided as a service to you, the subscriber, and are free of charge. I only ask to be informed when the Ad is no longer valid, and needs to be removed. Thanks.

For Sale: Used Bogie tailwheel and Monnett tailwheel caster with 2-5 1/2" springs (needs the chains) \$25.00, New unmachined Monnett "Electro X" casting \$100.00, Used Monnett Sonerai I fuel tank (needs cleaning) \$55.00, Used pair of axles, 3/4" shaft, 5 3/4" long \$4.00, Used fuel shutoff valve \$5.00, Used set of rudder pedals asm. with toe brakes (see Sonerai I drawing page 11 and 15c) \$20.00, Used Sonerai I torque tube asm. (see drawing page 5) \$40.00, New (4) 87.5 cylinders and pistons \$75.00. You pay the shipping. Bob Schank (734)697-7057 (2/99)

TAPER PIN REAMERS FOR RENT - Brown & Sharp #3 and #5 for AN386-3 and AN386-5 taper pins. \$1.00 per day for both reamers, \$150 deposit. David E. Wilcox, 517 E. Saratoga St., Gilbert, AZ 85296, (602)231-5824 (3/99)

Wanted: Sonerai I, Prefer flying, but call on any type. Jack Spring, 248 Jack Spring Ln., Kentwood, LA 70444, Home (504)229-8297, Work (504)344-1533. (2/99)

QUALITY RIBS L.L.C. SELLS COMPLETED RIBS FOR SONERAI AIRCRAFT. Contact Great Plains Aircraft or Quality Ribs L.L.C. direct at (602) 892-7189 for a brochure on the company. (3/99)

SPECIALTY WELDING CAN SUPPLY YOUR COMPLETELY WELDED SONERAI FUSELAGE AND OTHER WELDED COMPONENTS. Contact Greg Klemp at Specialty Welding, W6461 County YY, Neshkoro, WI 54960, (920)293-8089 or (920)293-8007 (Fax) (3/99)

For Sale-Two Sonerai Projects, 1850 cc VW, four 150 hp inverted Tiger inlines, new Sterba Sonerai prop, stock Subaru EA-81, Sonerai cowlings, canopies, etc., Hatz biplane wings, center section, and fuel tank, Christen Eagle ailerons. Will happily trade or negotiate within sane boundaries. Also have 2 1/2 runway acres on Arizona Airpark, M. Lee Wachs (707)463-0467 (3/99)

For Sale: Sonerai I - Very nice single place, five minute wing fold design, \$3000, one hour south of Oshkosh, (414)626-8726 or (920)533-4379 (4/98)

Wanted: Any Sonerai IIL (S or T) Call (352)628-1027 (2/99)

For Sale: Sonerai IIL, 80% complete, fuselage, control surfaces, and canopy bow welded, flush-riveted S-wings w/ wing walk, cowl fitted, all VFR instruments, zero-time 1915 cc Great Plains VW engine w/ oil

cooler and Elison carb, 5/8" gear w/ hyd. brakes & wheel pants, seats & cushions, I-Com intercom, ELT, fuel tank, BRS chute ordered, flight manual and construction manual, excellent workmanship, Must sell, \$10,000 OBO, call Jerry Kennedy, (405) 733-4932 (4/98)

For Sale: Sonerai IILT, 95% done, needs covering, all parts to finish, 1835 cc reman. VW, prop, instruments and flight controls installed. \$5000 (541)564-8153 (4/98)

Wanted to Buy: Set of wings for Sonerai II, and Sonerai II mid-wing fuselage. Call Tom Hall, 658 S. Abbey Ave., Springfield, MO 65803, (417)862-3837 (4/98)

Wanted: Sonerai. Prefer single place Sonerai I. Must be well-crafted, well-cared for, hangared, and in good condition. John Borra, 3327 Willow St., Hays, KS 67601. johnborra@media-net.net, (785)628-0658 (2/99)

For Sale: #5 Brown & Sharpe reamer, used one time. \$25.00. Also, RTN100 tubing notch, used on one project. \$100. Call Gene at (501)394-3412. (2/99)

For Sale: New HAPI tapered prop hub, \$100; Factory rebuilt German late 1600 case, line-bored .010 under, in the box, \$150; Steel billet counterbalanced crank, standard, like new, in the box, \$200; 1600 VW engine-late block, counterbalanced crank, special cam, valve train, balanced, Force One hub, includes rare straight-cheeked Sonerai I cowl, firewall, engine mount, & S-I plans, \$2800; Tennessee Props 50x33, new, \$100; call Elliot Willoughby, (502)477-2466 (no collects) or write, 2323 Hochstrasser Rd., Fisherville, KY 40023. (2/99)

For Sale: VW engine case, new, cut for 94 mm cylinders, clearanced for stroker crank, and bored for Force One prop bearing. \$250.00. Call Kevin Hosp (317)899-8456 (3/99)

Wanted: Sonerai IIL or IILS with 2180. I would consider an 80% built airplane without engine. Lee Holloman (435)527-3105 (3/99)

Wanted: Starter and flywheel to fit Mosler/Hapi accessory case. Kevin Hosp (317)899-8456 (3/99)

For Sale: Sonerai IIL, 1834 VW, 201TT AF & Engine, 83 STOH included new heads (dual Ignition), cylinders, pistons, rings, valves, valve springs; elec. start, no alt, wheel pants, EBC ELT, Sterba 54x42 prop.

This is a good solid aircraft with low time. \$9800; Also have custom-built a/c trailer for Sonerai, with drop down ramp for loading. \$300. Ken Christian (660)263-7937 (3/99)

For Sale: Parts for Sonerai II (Midwing) - VW engine, 60 hp, HAPI 1835 w/ dual ign. and electric start, 220 TT, prop strike, HAPI accessory case, Slick Mag, POSA card, starter; Sonerai II cowl - 1 brand new, still in box (bought 2/99), 1 used w/ lower half damaged; mid-wing fuselage, 220 TT, gear attach damage, horiz. Stab trim, good fabric, tailwheel ass'y, controls, seat pads, canopy frame, panel, elec. Switch box, battery box, firewall, etc.; 10 gal. Fuel tank; towing package (rear hitch attaches to tailwheel, and fuselage and wing support fixtures); landing gear - 5/8" w/ brakes, wheels and tires, wheel pants (damaged); some instruments. I need to cleanup my hangar, make me an offer. Tim Abke, (937)355-7471 or tabke@logan.net (3/99)

For Sale: Complete Sonerai IILTS kit w/o engine and instruments. \$2200 (worth \$4500). Charlie Quit, (516)423-8673 (3/99)

For Sale: 1978 Sonerai II mid-wing, 110 hrs TTAf, 10 hrs on engine, Excellent condition, \$10,000. Vic Verhassect, (765)962-8913 work, (765)935-7016 home. (4/99)

For Sale: 1988 Sonerai IIL. Beautiful aircraft, flew to OSH 6 yaers, 185 hrs TT before off-airport landing in '94 (single mag failed!). Gear splayed out, bent skin and two ribs each wing, crankshaft bent. Fuselage unhurt. Bought all new 2180 parts from Great Plains, heads drilled for second plugs, electronic secondary ignition. Everything you need to build a great engine and fly next summer for the cost of an engine. \$4800 for all. Will consider delivery. John Giordano, (319)377-3399 evenings or e-mail jfgiorda@collins.rockwell.com (4/99)

For Sale: #3 B&S taper reamer, \$20.00, and #5 B&S taper reamer, \$25.00. Dick Morrow, (309)755-1495 (4/99)

For Sale: 2-6 ply Airhawk tires with tubes (new), \$120; auxiliary fuel system (6 gal) with accessories for a Sonerai, \$75. LeRoy Taylor, (271)935-5345 (4/99)

For Sale: Sonerai IIL; fuselage complete except for tank straps, on gear, wings complete, canopy, cowl, and firewall fitted, basic instruments, ballistic chute, Great Plains 1915 VW. Family emergencies make it a must sell. \$5000 for everything. Jerry Kennedy, (405)733-4932